

**International Harmonisation of Research Activities  
Vehicle Compatibility Working Group**

Minutes of the Eleventh Meeting, held in Wolfsburg, 15 – 16 February 2001

**Present:**

P O'Reilly	Chairman	P Castaing	Europe
A Hobbs	Secretary	K Mizuno	Japan
T Hollowell	USA	K Tateishi	Japan
G Neat	USA	R Zobel	European Industry
E Faerber	Europe	T Schwarz	European Industry
C Adalian	Europe		

**Apologies for Absence**

Apologies were received from J Wicher and K Seyer.

**Minutes of Last Meeting**

The minutes were agreed. Copies of the EEVC report were circulated by Mr Faerber on CD. The CD from Dr Prasad is still outstanding.

**Combination of Frontal and Compatibility Groups**

A proposal is expected to merge the Frontal and Compatibility IHRA groups. EUCAR will merge their activities and the EEVC are considering bring the work together. There was general agreement that the two subjects could not be considered in isolation.

**Report to the ESV Conference**

The group discussed and amended the draft ESV report.

**Other Presentations to ESV**

The draft of the EEVC paper will be completed and circulated next week. The EUCAR paper will mainly outline the EUCAR work, as presented at the workshop, earlier this week. The NHTSA paper is being reviewed and it will cover an update of the aggressivity analysis. This will now also cover side impact compatibility. Other information presented earlier to the IHRA group will be presented. Japan will base its

paper on earlier presentations made to IHRA. The TRL paper will cover the most relevant aspects of the TRL research. Renault and the Volpe Centre will also be presenting papers. The Volpe paper will cover an analysis of force height. Mr Hobbs pointed out that the existence of IHRA had reduced the need to publish data at international meetings. This meant that those not closely involved knew less about the recent research.

### **Technical Presentations**

Dr Hollowell gave a presentation on the load cell MDB (LCMDB) tests on the Neon and Caravan and compared them with a car to car test. This was a more detailed presentation compared with that given earlier (Doc 72). A presentation on the role of longitudinal rails had been presented in the EUCAR Workshop, by Mr Southgate on behalf of Dr Prasad (Doc 73). A presentation on structural interaction and the analysis of full width load cell wall data had also been given by Mr Edwards at the workshop (Doc 74).

Mr Mizuno made a presentation on the Japanese car fleet. He explained the Japanese structural survey findings and overload testing results (Doc 75). Minicar and small car tests in 64 and 80 km/h ODB tests were compared with a car to car test with a larger car.

### **Review of Compatibility Workshop**

All agreed that the workshop had been successful in providing a forum for an exchange of ideas. Dr Hollowell would have preferred more presentations from individual manufacturers. In the light of the recent work being carried out in Australia, he was disappointed that nobody had been able to come and present this information. Dr Zobel reported that some manufacturers felt that the position regarding compatibility research and testing had become clearer.

It was agreed that future workshops would be valuable. Their frequency would depend on the availability of new information. It should be open to anyone who can give a useful contribution from anywhere globally. There was concern that it should not be open to those who might have little to contribute but who might wish to take commercial advantage from being involved. Care should be taken to avoid the constraints imposed by people attending whose knowledge was very limited.

There may be a request for a presentation on compatibility to be given to GRSP at a future meeting.

### **Evaluation Methods**

NHTSA believe that the earliest that they might be able to make a proposal for an evaluation method would be the end of 2001. They would like to have a proposal within

two years. It is not possible to predict when a legislative proposal may be made. Mr Faerber thought that EEVC might be able to make a proposal in two to three years. Japan also expect it to take two to three years to develop a proposal.

The chairman suggested that he would like the group to start developing an outline of a requirement. Many felt that the ability to develop a requirement depended upon the needs to achieve compatibility and now was probably too early.

### **Forward Programmes**

Mr Tateishi explained that Japan is planning to adopt the ODB test in legislation by 2002. Accident analysis is being carried out currently. They are also discussing application of the ODB test to goods vehicles between 2500 kg and 2800 kg, during 2001. A test speed between 56 and 60 km/h is being considered.

All members are asked to provide details of their forward programmes to enable the Plan (Doc 13e) to be updated. This information is required by the 23 February 2001.

### **Date and Place of Next Meetings**

Next meeting will be at UTAC, Paris following the ESV conference. There will be an IHRA meeting on 11 June followed by a joint meeting with EEVC on 12 June.

The following meeting will be in Australia on 25 – 26 September 2001. Mr Seyer is requested to supply details of the meeting location.

C A Hobbs  
16 February 2001